

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

An ordinary meeting of the Parking Restrictions Subcommittee will be held on:

Date: Wednesday 6 June 2018
Time: 2pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor Pauline Cotter
Members	David Adamson - General Manager City Services Richard Osborne - Head of Transport David Griffiths - Head of Planning and Strategic Transport

31 May 2018

Mark Saunders
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies

An apology was received from Member Osborne.

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Friday, 11 May 2018](#) be confirmed (refer page 5).

4. Public Forum

A period of up to 30 minutes may be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment

There were no deputations by appointment at the time the agenda was prepared.

6. Petitions

There were no petitions received at the time the agenda was prepared.

Parking Restrictions Subcommittee OPEN MINUTES

Date: Friday 11 May 2018
Time: 11am
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present
Chairperson Councillor Pauline Cotter
Members David Adamson - General Manager City Services
Richard Osborne - Head of Transport

11 May 2018

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-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C

It was resolved on the motion of Member Osborne, seconded by Member Adamson, that the apology from Member Griffiths be accepted.

Member Osborne/Member Adamson

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved PRSC/2018/00007

That the minutes of the Parking Restrictions Subcommittee meeting held on Thursday, 19 April 2018 be confirmed.

Member Osborne/Member Adamson

Carried

4. Public Forum

Part B

Philip Haythornthwaite, President of the Disabled Persons Assembly - Christchurch & Districts, spoke to the Subcommittee in relation to Item 7, in support of the proposed mobility park for Hereford Street being Barbadoes Street and Madras Street.

Mr Haythornthwaite also requested that the provision and construction of cut downs for mobility parks be widely considered for accessibility and safety, requesting specifically that the mobility park on the east side of Colombo Street opposite Ballantynes be reconsidered in these respects.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Hereford Street - Barbadoes Street to Madras Street - Proposed Mobility Park Committee Comment

The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2018/00008

Part C

That the Parking Restrictions Subcommittee:

1. Approve all parking and stopping restrictions on the south side of Hereford Street from its intersection with Barbadoes Street to its intersection with Madras Street be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of six metres.
3. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 27 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of eight metres.
4. Approve a Bus stop be created on the south side of Hereford Street commencing at a point 35 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of 15 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 50 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of four metres.
6. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the south side of Hereford Street, commencing at point 139 metres west of its intersection with Barbadoes Street, and extending in a westerly direction for a distance of eight metres.
7. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 147 metres west of its intersection with Barbadoes Street and extending in a westerly direction to its intersection with Madras Street.

Member Osborne/Member Adamson

Carried

8. Cambridge Terrace (Opposite Margaret Mahy Playground) - Parking and Stopping Restrictions

Committee Comment

1. The Staff Recommendations were accepted without change.
2. The Subcommittee requested that staff prepare a report on the prospect of the first five car parks on the north side of Cambridge Terrace, immediately east of Manchester Street, being restricted to a maximum parking period of 120 minutes.

Committee Resolved PRSC/2018/00009

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all Parking and Stopping restrictions on both sides of Cambridge Terrace, commencing at its intersection with Manchester Street and extending in an easterly, then north easterly direction to the roadway termination for this section of Cambridge Terrace (cul de sac turning head), be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 13.5 metres
3. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and further restricted to 90 degree angle parking on the south side of Cambridge Terrace, commencing at a point 13.5 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 12 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at a point 25.5 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of three metres.
5. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and further restricted to 90 degree angle parking on the south side and southeast side of Cambridge Terrace, commencing at a point 28.5 metres east of its intersection with Manchester Street and extending in a north easterly direction for a distance of 12 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at a point 40.5 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of three metres.
7. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and further restricted to 90 degree angle parking on the south side and southeast side of Cambridge Terrace, commencing at a point 43.5 metres east of its intersection with Manchester Street and extending in an easterly and north easterly direction for a distance of 71 metres.
8. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Cambridge Terrace commencing at a point 114.5 metres northeast of its intersection with Manchester Street and extending in a north easterly direction for a distance of three metres.
9. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and further restricted to 90 degree angle parking on the southeast side of Cambridge

Terrace, commencing at a point 117.5 metres northeast of its intersection with Manchester Street and extending in a north easterly direction for a distance of 21 metres.

10. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Cambridge Terrace commencing at a point 114.5 metres northeast of its intersection with Manchester Street and extending in a north easterly direction for a distance of three metres.
11. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Cambridge Terrace, commencing at a point 176.5 metres northeast of its intersection with Manchester Street and extending in a north easterly direction, then following the kerb in an anti-clockwise direction around the cul de sac turning head to a point on the northwest side of Cambridge Terrace which is located 190 metres northeast of its intersection with Manchester Street.
12. Approve that the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of seven metres.

Member Adamson/Member Osborne

Carried

9. Tuam Street at Environment Canterbury Offices - Mobility Park

Committee Comment

The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2018/00010

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all stopping and parking restrictions on the south side of Tuam Street commencing at a point 166 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 11 metres be revoked.
2. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 166 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 11 metres. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and Friday to Sunday 9:00 am to 8:30 pm.

Councillor Cotter/Member Osborne

Carried

10. Proposed Montreal Street Revised Mobility Park Relocation (outside Art Gallery)

Committee Comment

The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2018/00011

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the east side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street be revoked.
2. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction for a distance of 20 metres.
3. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 20 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 36 metres.
4. Approve that the stopping of vehicles be reserved at any time for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport - Road User Rule 2004, restricted to a maximum time period of 120 minutes, on the eastern side of Montreal Street commencing at a point 56 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of eight metres.
5. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 64 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 17 metres.
6. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at a point 81 metres north of its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.

Member Adamson/Member Osborne

Carried

Meeting concluded at 11:40am.

CONFIRMED THIS 6th DAY OF JUNE 2018

7. Armagh street and Colombo Street -Parking Management at Crowne Plaza Hotel

Reference: 18/407643

Presenter(s): Michael Thomson, Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the changes to parking management on Armagh Street and Colombo Street, adjacent to the Crown Plaza Hotel in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to a request from the Crown Plaza hotel management.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

1. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Revoke all stopping and parking restrictions on the southern side of Armagh Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 68 metres.
2. Revoke all stopping and parking restrictions on the eastern side of Colombo Street commencing at its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.
3. Approve that the stopping of vehicles be prohibited at any time on the southern side of Armagh Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 22 metres.
4. Approve that a Loading Zone for all classes of vehicle be created and be limited to a maximum period of five minutes on the southern side of Armagh Street, commencing at a point 22 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 41 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of five metres.
6. Approve that a Loading Zone for all classes of vehicle be created and be limited to a maximum period of five minutes on the southern side of Armagh Street, commencing at a point 46 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 22 metres.

7. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at its intersection with Gloucester Street and extending in a northerly direction for a distance of 17 metres.
8. Approve that the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay by Plate machines or any approved payment process) on the eastern side of Colombo Street commencing at a point 17 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 41 metres. This restriction is to apply 9:00 am through 5:00 pm Monday through Thursday and 9:00 am through 8:30 pm Friday through Sunday.
9. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 58 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of seven metres.
10. Approve that a Small Passenger Service Vehicle stand be created on the eastern side of Colombo Street, commencing at a point 65 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 18 metres.
11. Approve that the parking of vehicles be limited to a maximum period of 10 minutes on the eastern side of Colombo Street, commencing at a point 83 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 11 metres. This restriction is to apply at any time.
12. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 94 metres north of its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.

3. Key Points

- 3.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#)
 - Level of Service: 10.3.8 Optimise operational performance.
- 3.2 The following feasible options have been considered:
 - Option 1 - Install Parking and No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 3.3.1 The advantages of this option include:
 - Provides an effective parking scheme for the street that responds to changes in street use.
 - Meets the needs of adjacent and significant land uses
 - 3.3.2 The disadvantages of this option include:
 - None identified

4. Context/Background

- 4.1 The management of the Crowne Plaza Hotel have requested changes to parking management outside the re-established hotel site at the intersection of Armagh Street and Colombo Street. Previous reports have been submitted to the Subcommittee to provide short term drop off / pick up areas, as part of the Otakaro project for the Victoria Square and environs and as part of The Piano development.

- 4.2 With the Crown Plaza now established as a significant accommodation provider for tourists within the CBD, the hotel management has identified an additional need for drop off / pick up facilities for guests arriving by private vehicle, SPSV (taxi) and larger PSV (coaches etc), directly outside the hotel.
- 4.3 The Crowne Plaza is contained within the Performing Arts Precinct (PAP). The nearest neighbour within this street block is The Piano. The building immediately adjacent to the Crowne Plaza, and affected by these proposed changes, is the former PSIS /Kens Cameras building. This building is vacant and will not be re-established for commercial purposes as it will be acquired as part of the PAP.
- 4.4 As part of discussions with The Piano Management, they would desire a change to the times of operation of the P60 parking on the opposite side of Armagh Street. The existing 60 minute time restriction extends into the evening. This is problematic for guests where performances etc can be longer than 60 minutes. The hotel management agrees with changing the time restriction to end at 5 pm, as they also have restaurant clients during the evening period. Additionally, The Piano management have requested unrestricted / free parking on the north side of Armagh Street on Sundays.
- 4.5 Following discussions with retailers in New Regent Street, there is a very mixed reaction to parking changes on the north side of Armagh. As this is likely to take some time to fully consult with all affected, staff have committed to further detailed consultation on the wider parking management of the New Regent Street environs.
- 4.6 On the hotel's Colombo Street frontage, a short term drop off / pick up for guests (two parking spaces) and a SPSV (taxi) stand (three spaces) is requested. These changes would be entirely outside the hotel frontage, with the vacant land towards Gloucester Street being part of The PAP.

5. Option 1 - Install No Stopping Restriction (preferred)

Option Description

- 5.1 The recommended option is to install a mixture of P5, P10 and SPSV on Colombo Street and Armagh Street, as shown on Attachment A.

Significance

- 5.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 5.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 5.4 These changes are in response to requests by the existing property occupiers in this area.
- 5.5 The Team Leader Parking Compliance supports this option.
- 5.6 The Team Leader –Parking Management (parking machines) agrees with this change. Note: The parking on the entire east side of Colombo Street, between Armagh and Gloucester is \$5 per day. The objective is to reclassify this parking as it tends to be used by all day /commuter parkers. The remaining parks, just south of the new SPSV stand will be the standard P\$60 parking.

Alignment with Council Plans and Policies

- 5.7 This option is consistent with Council's Plans and Policies.

Financial Implications

- 5.8 Cost of Implementation - \$500 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report
- 5.9 Funding source - Traffic Operations Budget.
- 5.10 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 5.11 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.12 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations and includes the resolution of parking and stopping restrictions.
- 5.13 The installation of any signs and/or markings associated with the parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 5.13 None Identified

Implementation

- 5.14 Implementation dependencies – Parking Restrictions Subcommittee approval.
- 5.15 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

5.16 The advantages of this option include:

- Provides an effective parking scheme for the street that responds to changes in adjacent land use.

5.17 The disadvantages of this option include:

- None Identified

6. Option 2 - Do Nothing

Option Description

6.1 Retain existing parking configuration

Significance

6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

6.4 This option is contrary with community requests for changes to the parking configuration.

Alignment with Council Plans and Policies

6.5 This option is consistent with Council's Plans and Policies.

Financial Implications

6.6 Cost of Implementation - \$0

6.7 Maintenance / Ongoing Costs - \$0

6.8 Funding source - Not applicable.

Legal Implications

6.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

6.10 Not Applicable

Implementation

6.11 Implementation dependencies - Not applicable.

6.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

6.13 The advantages of this option include:

- None Identified

6.14 The disadvantages of this option include:

- It does not respond to the changing needs of the adjacent activities.

Attachments

No.	Title	Page
A ↓	Armagh Street at Crowne Plaza Attachment A	17

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Michael Thomson - Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



8. 319 St Asaph Street- P60 at Home and Family Cafe

Reference: 18/420538

Presenter(s): Michael Thomson, Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the installation of a sixty minute (P60) parking restriction on St Asaph Street in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to a request from the President of the community facility - Home and Family for a P60 time limited parking restriction outside their new café on St Asaph Street.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Revoke all parking and stopping restrictions on the north side of St Asaph Street, commencing at its intersection with Barbadoes street and extending in a westerly direction for a distance of 55 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 26 metres
3. Approve that the parking of vehicles be limited to a maximum period of sixty minutes on the north side of St Asaph Street, commencing at a point 26 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of 29 metres. This restriction is to apply from 7:00 am to 8:00 pm on any day.
4. Approve that these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#)

4.1.1 Activity: Parking

- Level of Service: 10.3.8 Optimise operational performance.

4.2 The following feasible options have been considered:

- Option 1 - Install P60 parking restriction (preferred option)
- Option 2 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides an opportunity for persons to park outside a community facility, which includes a café, in an area where parking is fully occupied all day.

4.3.2 The disadvantages of this option include:

- None identified

5. Context/Background

- 5.1 The site of the Home and Family Society is on the north side of St Asaph Street, next door to the now vacant convent site on the northwest corner of the Barbadoes Street/St Asaph Street intersection. The convent was demolished following the earthquakes.
- 5.2 The site is being redeveloped by the Home and Family Society Christchurch. Community facilities will include caring for disadvantaged children. A café is proposed as part of the development.
- 5.3 A Society representative has contacted Council staff to seek a P60 parking area. This will remove all day parking, providing an opportunity for visitors to the site including the new café, to find a convenient park.
- 5.4 Long term /all day parking in this area commonly occurs due to the adjacent ARA campus and commuters who work in the CBD.

6. Option 1 - Install P60 Parking Restriction (preferred)

Option Description

- 6.1 Install a P60 parking restriction outside the street frontage of the Home and Family Society at 319 St Asaph Street.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 The change is proposed outside the applicant's site only. The adjacent corner site (east side of this property) is vacant. The business has parking /loading areas on site and the Society has liaised with persons associated with this site.
- 6.5 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation - \$200 for the installation of the parking restriction signs plus \$750 for consultation and the preparation of this report
- 6.8 Funding source - Traffic Operations Budget.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.10 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.11 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.12 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.13 None identified

Implementation

- 6.14 Implementation dependencies – Parking Restrictions Subcommittee approval.
- 6.15 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.16 The advantages of this option include:
 - Provides an effective parking scheme for the street that responds to changes in adjacent land use.
- 6.17 The disadvantages of this option include:
 - Removes long term car parking.

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain existing unrestricted parking

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the community request for changes to parking management.

Alignment with Council Plans and Policies

- 7.5 This option is consistent with Council's Plans and Policies.

Financial Implications

- 7.6 Cost of Implementation - \$0

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source - Not applicable.

Legal Implications

7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.10 Not applicable

Implementation

7.11 Implementation dependencies - Not applicable.

7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Has no impact on-street parking.

7.14 The disadvantages of this option include:

- It does not address the Community request.

Attachments

No.	Title	Page
A ↓	Attachment A for report 319 St Asaph Street P60 to parking restrictions subcommittee on 06 June 2018	23

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Michael Thomson - Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



9. Durham Street North Additional Parking at 30 km /h Threshold

Reference: 18/484976

Presenter(s): Stefan Jermy, Project Manager, Transport

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to request that the Parking Restrictions Subcommittee review and approve the installation of five additional P120 car parks and a motor cycle stand on Durham Street North in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated following confirmation with Spark New Zealand on the relocation of a Cell Tower located within road reserve at the intersection of Durham and Colombo Streets. The relocation has provided for additional parking at this location.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment. Engagement was focused on the directly affected property owners and business's located nearest to this intersection. No objections were raised to the relocation of the tower back towards the intersection and additional parking added.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. For the purposes of the following resolutions notes:
 - a. An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and
 - b. The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and
 - c. If the resolution states "*Note 1 applies*", any distance specified in the resolution relates the kerb line location referenced as exists on the road at the time of this report being considered by the Parking Restrictions Subcommittee; and
 - d. If the resolution states "*Note 2 applies*", any distance specified in the resolution relates to any new approved kerb line location on the road which affects the intersection definition.
2. Resolves to:
 - a. Approve that all parking and stopping restrictions on the east side of Durham Street North from its intersection with Kilmore Street to its intersection with Chester Street West be revoked. *Note 1 applies.*
 - b. Approve that all parking and stopping restrictions on the west side of Durham Street North from its intersection with Kilmore Street to its intersection with Chester Street West be revoked. *Note 1 applies.*

- c. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North from its intersection with Kilmore Street and extending in a southerly direction for a distance of 25 metres as detailed on Attachment A. *Note 2 applies.*
- d. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment on the west side of on Durham Street North commencing at point 25 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 24 metres as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- e. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 49 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 14 metres as detailed on Attachment A. *Note 2 applies.*
- f. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment on the west side of on Durham Street North commencing at point 63 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 12 metres as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- g. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 75 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of four metres as detailed on Attachment A. *Note 2 applies.*
- h. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment on the west side of on Durham Street North commencing at point 79 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 19 metres as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- i. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 98 metres south of its intersection with Kilmore Street and extending in a southerly direction to its intersection with Chester Street West as detailed on Attachment A. *Note 2 applies.*
- j. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at its intersection with Kilmore Street and extending in a southerly direction for a distance of 21 metres as detailed on Attachment A. *Note 2 applies.*
- k. Approve that a Motorcycle Stand be created on the east side of Durham Street North, commencing at a point 21 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of four metres as detailed on Attachment A. This Motorcycle Stand restriction applies at any time.
- l. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment on the east side of on Durham Street North commencing at point 25 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 48 metres as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*

- m. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at a point 73 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of ten metres as detailed on Attachment A. *Note 2 applies.*
- n. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment on the east side of on Durham Street North commencing at point 83 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 12 metres as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- o. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at a point 95 metres south of its intersection with Kilmore Street and extending in a southerly direction to its intersection with Chester Street West. *Note 2 applies.*

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#)

4.1.1 Activity: Parking

- Level of Service: 10.3.1 Provide appropriate number of metered parking spaces within the four Avenues (central city)
- Level of Service: 10.3.8 Optimise operational performance.

- 4.2 The following feasible options have been considered:

- Option 1 - Install additional parks (preferred option).
- Option 2 - Do Nothing. Proceed with previously approved plan, resolved by the Parking Restrictions Subcommittee on 19 April 2018, resolution PRSC/2018/00009.

- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides five additional car parks and one motorcycle stand to Durham Street North its intersection with Colombo Street.

4.3.2 The disadvantages of this option include:

- Maintains current car parking numbers.
- Reduction in proposed landscaping area.

5. Context/Background

- 5.1 The Parking Restrictions Subcommittee approved parking changes to the project An Accessible City Kilmore Street, inclusive of Kilmore Street and Durham Street north intersection on 19 April 2018. This project was subsequently approved by Council on 22 April 2018.
- 5.2 The intersection design provides a speed reducing threshold gateway. A cell phone tower by Spark Telecom NZ, has been approved to be located in the kerb buildout which forms the threshold.
- 5.3 Staff have been liaising with Spark NZ and their engineering and planning representatives since early last year, to determine the most suitable location for the tower. The proposal to locate the tower onto Durham Street was governed primarily by the desire to bring the structure inside the

low (30km/h) speed zone, as these large structures are non-frangible (unforgiving) on impact with a vehicle.

- 5.4 The speed reducing threshold itself, houses the cell tower inside the kerb line. The length of threshold is designed to accommodate the cell tower. However, staff have reached an agreement with Spark NZ to shift the cell tower further to north closer to the intersection, still remaining within the threshold.
- 5.5 The 30km/h zone threshold for Durham Street south-bound traffic was determined for this location under the CER Act.
- 5.6 The relocation of the tower northwards and shortening the gateway threshold provides for three additional car park spaces on the west side, two additional car park spaces and one motorcycle stand on the east side. In total, an additional five car parks and one motorcycle stand will be provided. The original threshold was longer than what has been provided for around the central city. Designed logic was to increase traffic calming measures in this location, however the proposed design is consistent with standards and other speed reducing thresholds in the central city.

Parking Summary Table

Parking Type	Parking removed	Parking Installed	Change
Car Parks	0	5	+ 5
Motorcycle Stand	0	1	+ 1
Bus Stops	0	0	0
Coach Stops	0	0	0
Mobility	0	0	0

6. Option 1 - Install Additional Parking at 30km/h Threshold (preferred)

Option Description

- 6.1 Reduction in length of the gateway threshold and the installation of five car parks and one motorcycle stand. Specifically, three additional car park spaces on the west side, two additional car park spaces and one motorcycle stand on the east side of Durham Street North at its intersection with Kilmore Street.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance included engagement with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 Affected property owners and residents were advised of the changes by face to face engagement, and one letter sent to an absentee owner.
- 6.5 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation – There is no change to the construction cost of this proposal. There will be minor overhead costs associated with this change. The works will be constructed as part of the AAC Kilmore Street project approved on the 22 April 2018.
- 6.8 Approx. \$750 will be incurred for engagement and preparation of this report and \$6,100 for the costs in modifying the design for the cell tower location including resource consent variation fees.
- 6.9 Funding source – An Accessible City Kilmore Street project – LTP 2015-2025.
- 6.10 Maintenance / Ongoing Costs – No change from approved plan by Council on 22 April 2018.

Legal Implications

- 6.11 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.12 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.13 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 There is a risk that negative public feedback may be received over implementing construction works on Durham Street which has recently undergone significant construction and delays.
- 6.15 This may result in negative media outcomes for the Council.
- 6.16 Staff will manage these risks by effective and timely communications with directly affected stakeholders and ensuring suitable construction methods have been identified and outlined in the tender process.

Implementation

- 6.17 Implementation dependencies – Committee approval.
- 6.18 Implementation timeframe - Approximately four weeks once the project has been awarded. Estimated construction commencement will be the first week in August 2018.

Option Summary - Advantages and Disadvantages

- 6.19 The advantages of this option include:
- Provides five additional car parks and one motorcycle stand.
- 6.20 The disadvantages of this option include:
- Reduction in proposed landscaping area.

7. Option 2 - Do Nothing. Installation of Parking as per Council Approved Plan on 22 April 2018.

Option Description

- 7.1 Retain existing parking and stopping restrictions as per the Council approved plan on 22 April 2018.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with community requests for additional parking.

Alignment with Council Plans and Policies

- 7.5 This option is consistent with Council's Plans and Policies being the Central City Parking Plan transport chapter of the Christchurch Central City Recovery Plan.

Financial Implications

- 7.6 Cost of Implementation – \$0
- 7.7 Maintenance / Ongoing Costs – In line with option 1 of this report
- 7.8 Funding source – LTP 2015-2025.

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 7.10 There is a risk that doing nothing, may result in further negative stakeholder publicity as business owners communicated their concerns to council staff over parking losses on the west side of Durham Street North. Discussion with these business owners over the option 1 proposal has received positive feedback.

Implementation

- 7.11 Implementation dependencies – Committee decision.
- 7.12 Implementation timeframe – As per option 1 of this report.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Additional landscaped area.

7.14 The disadvantages of this option include:

- It does not address the stakeholder feedback around parking numbers at this specific location which comprises a mixed use of business type's occupying the adjacent buildings.

Attachments

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Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

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Approved By	Lynette Ellis - Manager Planning and Delivery Transport Steffan Thomas - Manager Operations (Transport)

